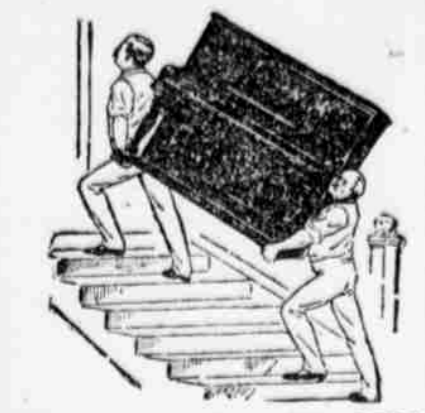


## Put a Piano

In your home now. We are selling out our entire stock at greatly reduced prices.



Kenne grand piano, regular price \$800; sale price \$700.  
Yon piano, regular price \$500; sale price \$375.  
Yon piano, regular price \$400; sale price \$350.  
Ludwig piano, regular price \$700; sale price \$300.  
Ludwig piano, regular price \$600; sale price \$240.  
Martin Bros piano, regular price \$500; sale price \$200.

The above are all new pianos and a guarantee is given with each piano.  
Easy terms or 10 per cent. from above prices for cash. Some fine bargains in second hand pianos. Sheet music at cost and less than cost.

## PERRY BROTHERS

205 WYOMING AVENUE.  
Scranton Pa.

Our store room is for rent.

## Ice Cream.

BEST IN TOWN.

25c Per Quart.

## LACKAWANNA DAIRY CO

Telephone Orders Promptly Delivered  
275-327 Adams Avenue.

## Scranton Transfer Co.

Baggage Checked Direct to Hotels and Private Residences.

Office D. L. & W. Passenger Station. Phone 525.

## Teeth

Gold Crowns, best \$5  
Gold Filling, \$1  
Best Set of Teeth \$5  
Silver Filling 50c

Good Care.

Good care of the teeth does much to preserve them, but the dentist does more. He can direct you in that care and, by examination, prevent you from suffering and inconvenience.

## DR. REYER

614 SPRUCE ST., OPP. COURT HOUSE.  
Open Wednesday and Saturday evenings.

## DR. H. B. WARE,

SPECIALIST.  
Eye, Ear, Nose and Throat

Office Hours—9 a. m. to 12:30 p. m.; 2 to 4.  
Williams Building, Opp. Postoffice.

## CITY NOTES

PAY DAYS.—The Delaware and Hudson Railway paid yesterday at the Coalbrook mine, at Carbondale.

TO INSTALL OFFICERS.—All members of Washington camp, No. 490, Patriotic Order Sons of America, are earnestly requested to attend this evening's meeting. There will be installation of officers.

STUCK BY LIGHTNING.—The house of John J. Drury, 614 Prescott avenue, was struck by lightning during the fierce storm early yesterday afternoon. Shingles were torn off the roof, but no further damage was sustained.

MINSTRELS COMING.—Primrose and Dockstader minstrels will be here in the near future, coming direct from Manhattan Beach. They have this year the very best production they have ever presented. Among the artists are George Primrose, Lew Dockstader, Larry Dooley and Neil O'Brien as end men, and Charles Kent, Walter

## SPEEDWAY NEWS.

The Speedway Hotel  
(Open All Year.)

Track open for Gentlemen's Races every Wednesday and Saturday Afternoons.

Ride Range is open.

All Erie and Wyoming railroad trains stop at Speedway crossing.

Breakfast, 6 to 9 a. m.  
Lunch, 1 to 2:30 p. m.  
Dinner, 6 to 9 p. m.  
Lunch all day in Cafe.

Arrangements for large parties by phone, 4674.

## SAMUEL B. COX, Manager,

P. O. Scranton Pa.

## ENGINEER LOST

### CONTROL OF TRAIN

#### TERRIBLE RIDE DOWN THE MOUNTAIN TO DEATH.

Two Men Killed and Four Injured by a Frightful Accident on the Lackawanna Road at Cresco—The Air Brakes Failed to Work and a Heavily Loaded Ice Train Slid the Mountain and Crashed Into a Train That Had Preceded It. Mountain of Wreckage.

A runaway ice train on the Lackawanna road at Cresco yesterday afternoon overtook and ploughed into another train, killing two men outright and injuring four others.

KILLED.  
C. J. THOMAS, engineer, 238 Chestnut street, West Scranton, aged 50 years; married and father of two children.

GEORGE CRAMER, brakeman, East Stroudsburg.

INJURED.  
Jacob Beam, brakeman, Manunka Chunk (hears on North street, West Scranton); head gashed, two ribs broken and severely bruised and cut.

Thomas Shepperd, freeman, 500 Elyon street, West Scranton; ankle sprained.

William Brink, brakeman, Lehigh; cuts and bruises.

T. R. Stevens, brakeman, 314 North Lincoln avenue, West Scranton; cuts and bruises.

Engineer Thomas' remains and the injured Scranton men were brought to this city last night on a special. Undertaker Price took charge of the remains. Brakeman Beam was taken to the Moses Taylor hospital, but the others were taken to their respective homes in Lehigh Valley.

The remains of Cramer were taken to Stroudsburg. None of the injured men, it is thought, will die.

#### BRAKES DID NOT WORK.

The failure of the air brakes to work is responsible for the wreck. The two trains started from Tobyhanna at the summit of the mountain bound for Hoboken and about fifteen minutes apart.

The first train, with M. Prouffier as engineer, and Perry Singer, conductor, was made up of forty freight cars, all loaded with ice and drawn by engine No. 20.

The second train had forty-two cars similarly loaded and was drawn by engine No. 250, one of the big new "hogs." "Jerry" Thomas was engineer, Thomas Shepperd, freeman, and Alex Widener, conductor. Beam was the middle brakeman, and Brink and Stevens were head and middle brakemen respectively on the second train. The unfortunate berry-picker was stealing a ride on the second train and was on the bumpers between two cars when the wreck occurred.

Conductor Singer and his brakemen saw the runaway coming and jumped. Beam did not jump till just a moment before the collision, and as he lay on the side of the track partially stunned by being thrown from his feet by the jump, the wreckage of the second train piled on top of him.

Conductor Widener, of the second train and his hind brakemen worked at the brakes till all hope of stopping the runaway had passed, and then, cutting off the caboose and last car, succeeded in slackening their speed and finally bringing them to a stop before the crash came.

Engineer Thomas was on the first car and Fireman Shepperd on the eighth car of the runaway when the collision occurred. When they saw it was useless to try to stop the train with the air brakes, they climbed back to help set the hand-brakes, and then when it was apparent that no effort of theirs could stop the furious rush of the runaway, they commenced to crawl on hands and knees as rapidly as they could that they might be as far as possible from the head end when the inevitable crash would come.

#### ON THE FIRST CAR.

Engineer Thomas, who did not leave the engine till some moments after Shepperd, got only as far as the rear end of the first car when the first train was overtaken. The speed and momentum of the runaway increased so much in the short interval that he did not have the same opportunity of getting back that the freemen had. The latter had to stop when he reached the back of the train. It was simply impossible to even crawl and not be thrown off.

The train traveled eight miles while the freemen was making his way over the tops of eight cars. When the crash occurred it was going ninety miles an hour, it is estimated, and the two brakemen on the second train owe their escape from more serious injury to the fact that they were well back toward the rear of the train.

Engineer Thomas and Cramer, the berry-picker, were buried beneath a veritable mountain of broken cars and blocks of ice. The car which Fireman Shepperd was clinging to raised high into the air and then slid down the embankment. The freeman was found under the end of a car, which rested at a slant on a truck of another car. All around him was splintered wood, twisted iron and broken ice, but there wasn't a cut on his body except across the fingers of both hands which were torn open in his desperate efforts to cling to the footboard.

At first it was thought that the boys were caught in the wreck, but this proved erroneous. They were aboard the train leaving Tobyhanna, but were discovered by Brakeman Brink and put off. They called him vile names.

#### WHERE ACCIDENT OCCURRED.

The point where the accident occurred is just about one hundred yards south of Cresco station. Passenger train No. 6, bound north, was slowly pulling out of the station when the runaway passed on the opposite track. Below the wreck is a sharp curve bending to the north.

Just how the runaway "lost her air" will probably never be known. The only man who could give an explanation is dead. Just before going over the top of the hill he stopped and tested the air. He remarked that he thought the air was not right, but the test indicated that it was, and after calling in the flagmen, he started off on his journey to death.

Brakeman Brink was on the engine when the start down the hill was made. He had carried orders to the engineer to run "wildcat." He was about halfway back on the train when it began to develop that she was going fast, and the control of the engineer.

The hand brakes were set on the first seven cars. He and Stevens and the others set many more before the speed and twisting made it impossible for them to keep their feet, or even

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